



Cleveland Circle Mixed - Use Development

375 -399 Chestnut Hill Avenue

Existing View From Beacon Street



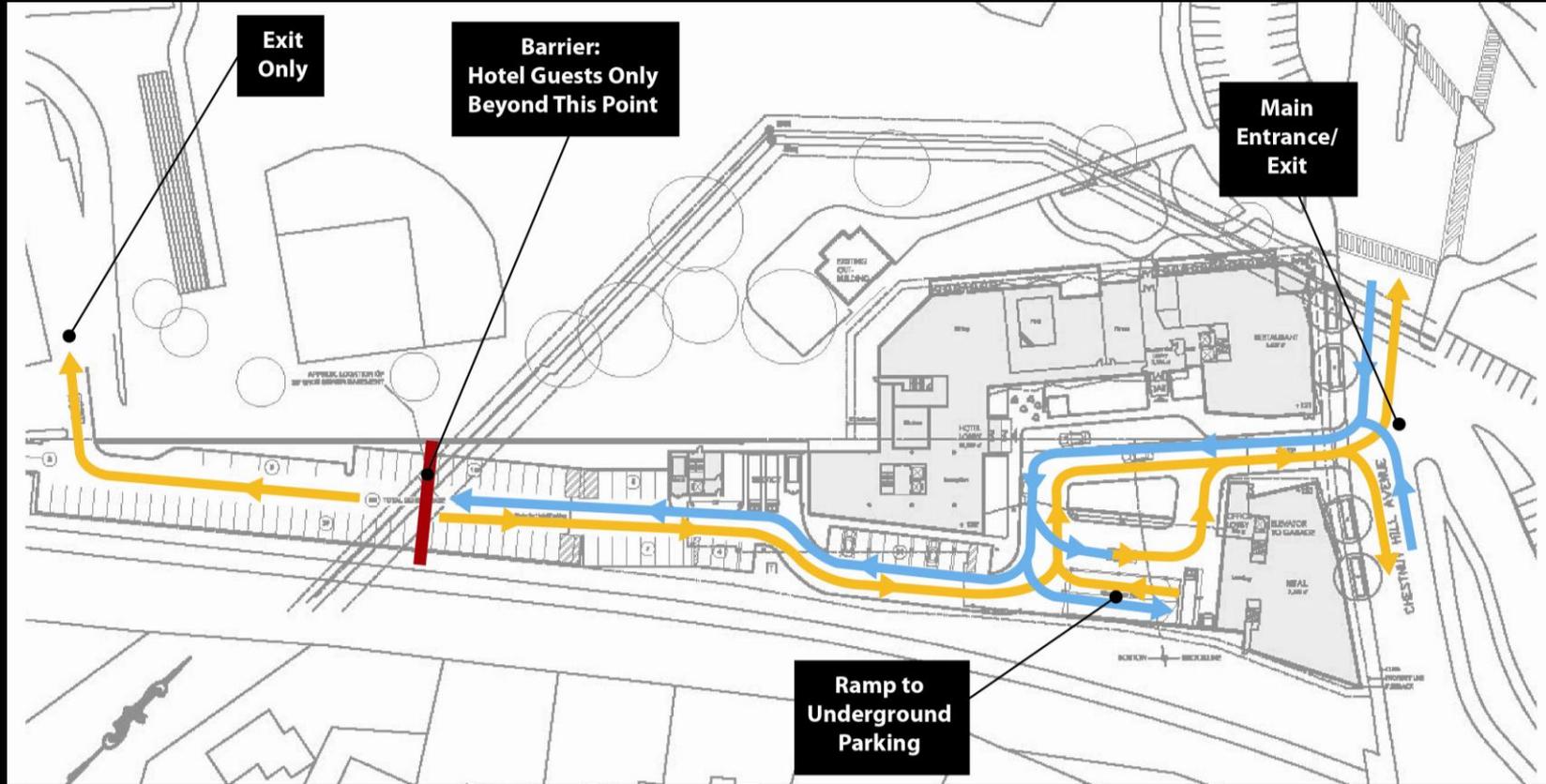
Transportation Focus

- Driveway Location
- Site Circulation and Site Driveways
- Cleveland Circle Signal Phasing
- Project Vehicle Trips
- Parking

Planning Criteria	Driveway Location	
	Upper Location	Central Location
Will traffic clearance times increase at Cleveland Circle?	Yes	No ✓
Will stop lines at Cleveland Circle change?	Yes <i>Stop line is moved 135 feet.</i>	Yes <i>Stop line is moved 10-15 feet.</i> ✓
Will the vehicle queue length increase on Chestnut Hill Avenue?	Yes <i>Stop line is moved 135 feet Bus stop and residences may be impacted.</i>	No <i>Stop line is moved 10-15 feet.</i> ✓
Will a pedestrian crosswalk be feasible?	No Existing roadway grade plus MBTA overpass	Yes ✓
Will wayfinding be centralized?	No	Yes ✓

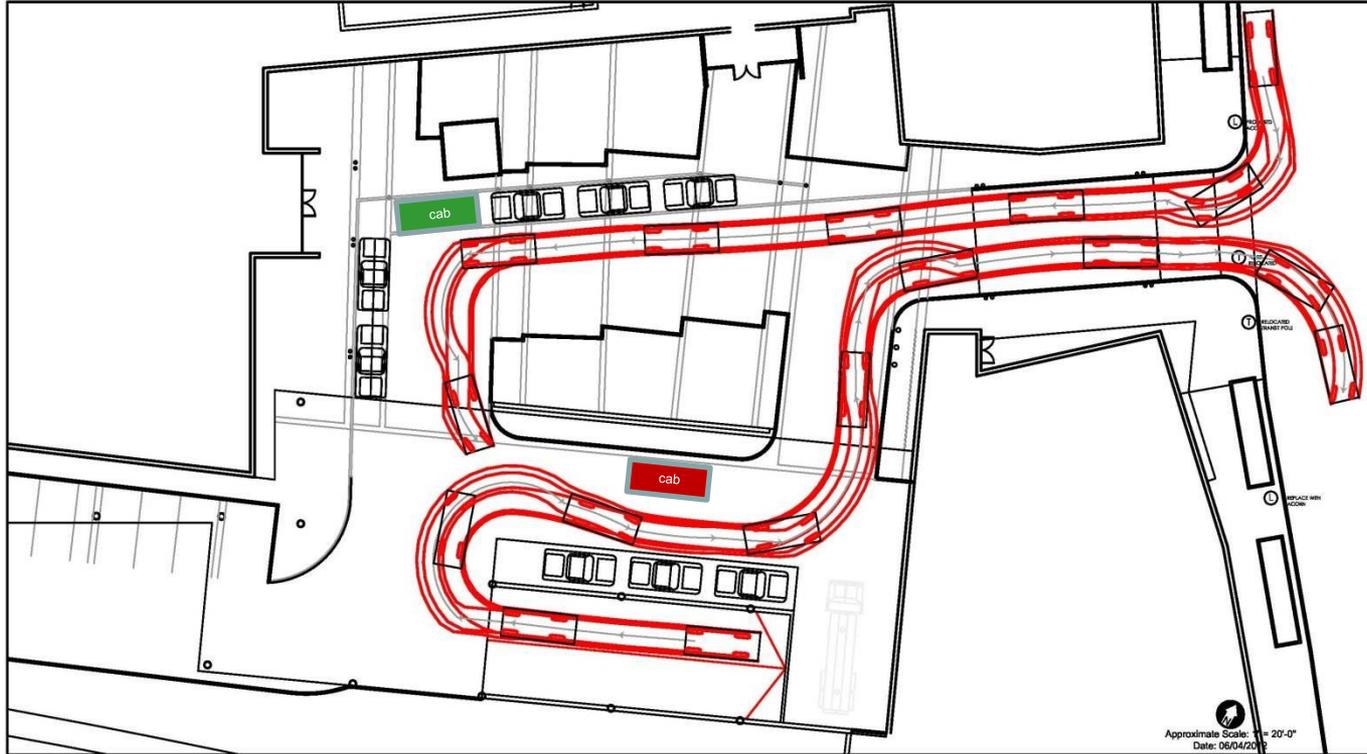
Site Circulation and Driveways

Site Circulation

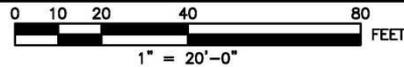


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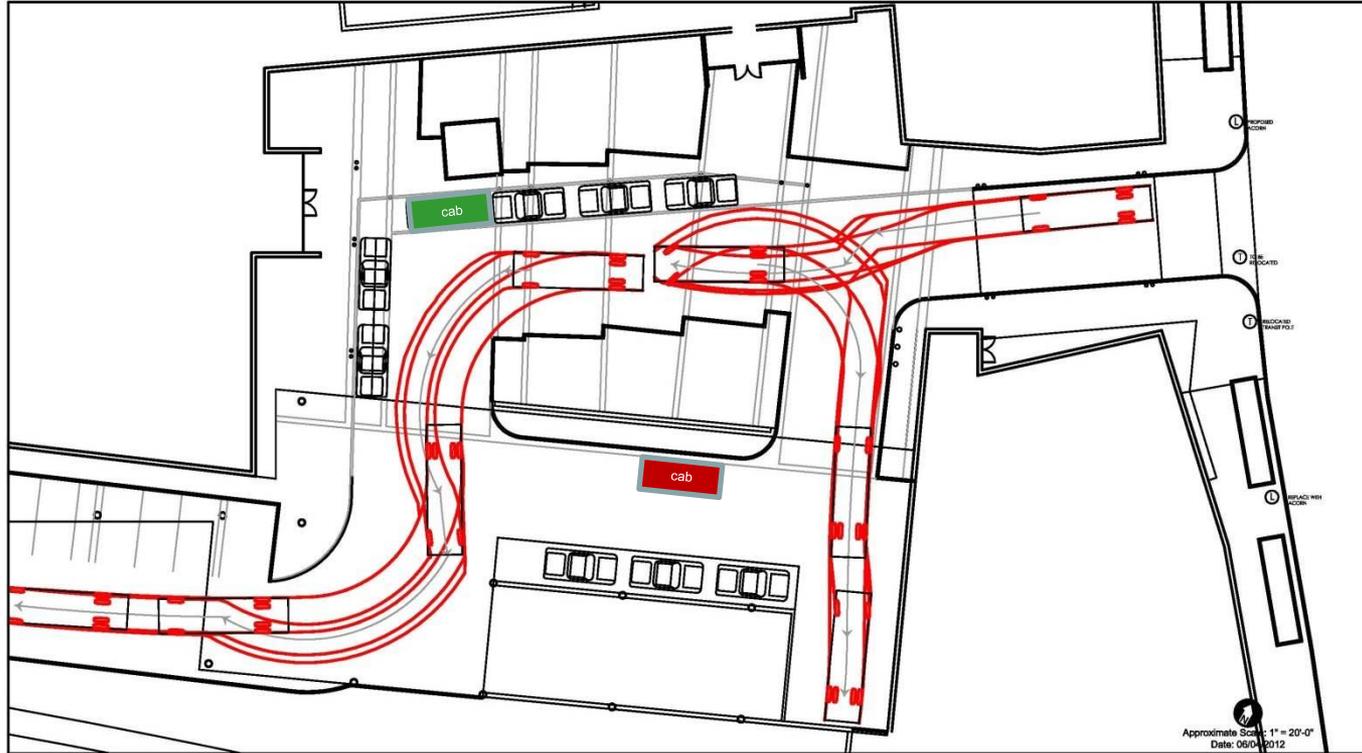
Passenger Vehicle Maneuvers



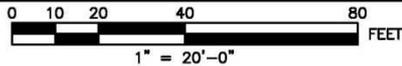
Approximate Scale: 1" = 20'-0"
Date: 06/04/2012

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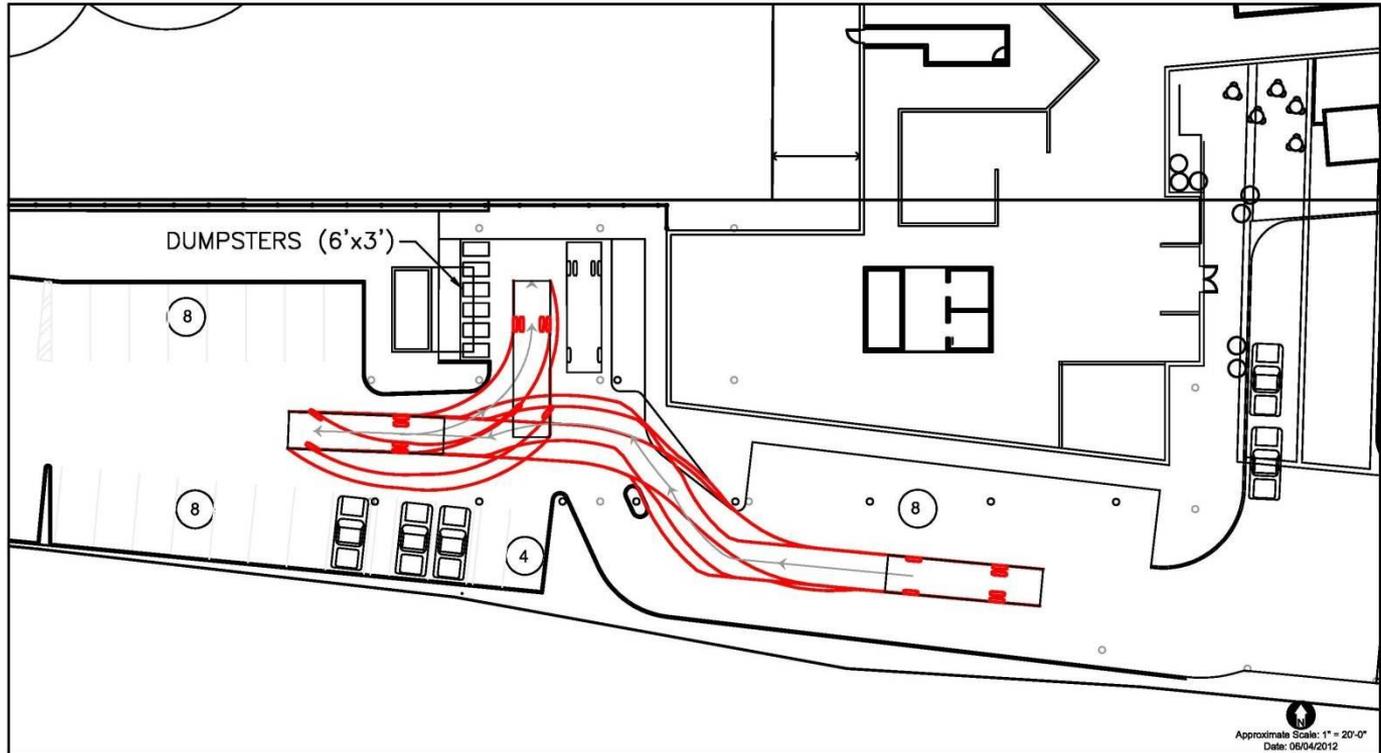


SU-36 Vehicle Maneuvers

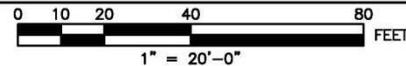


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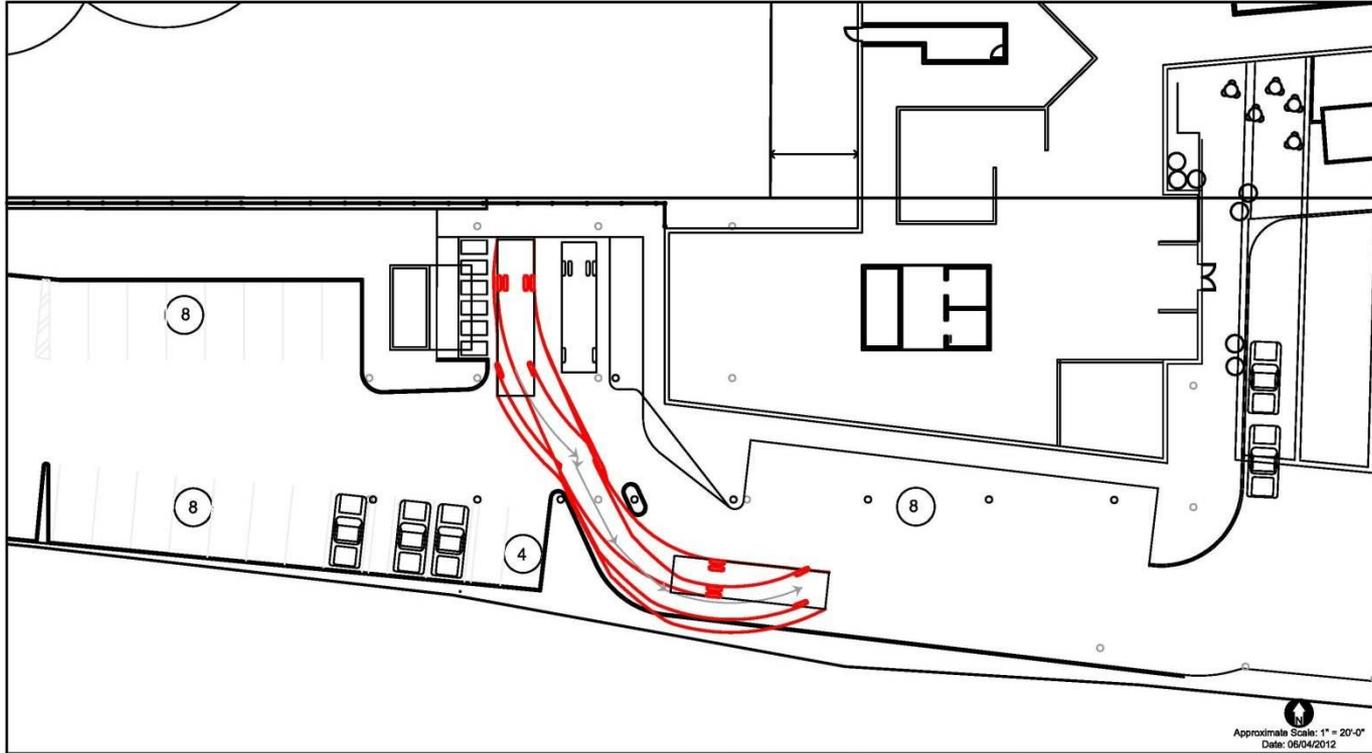
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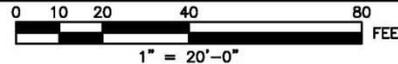
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Date: 06/04/2012

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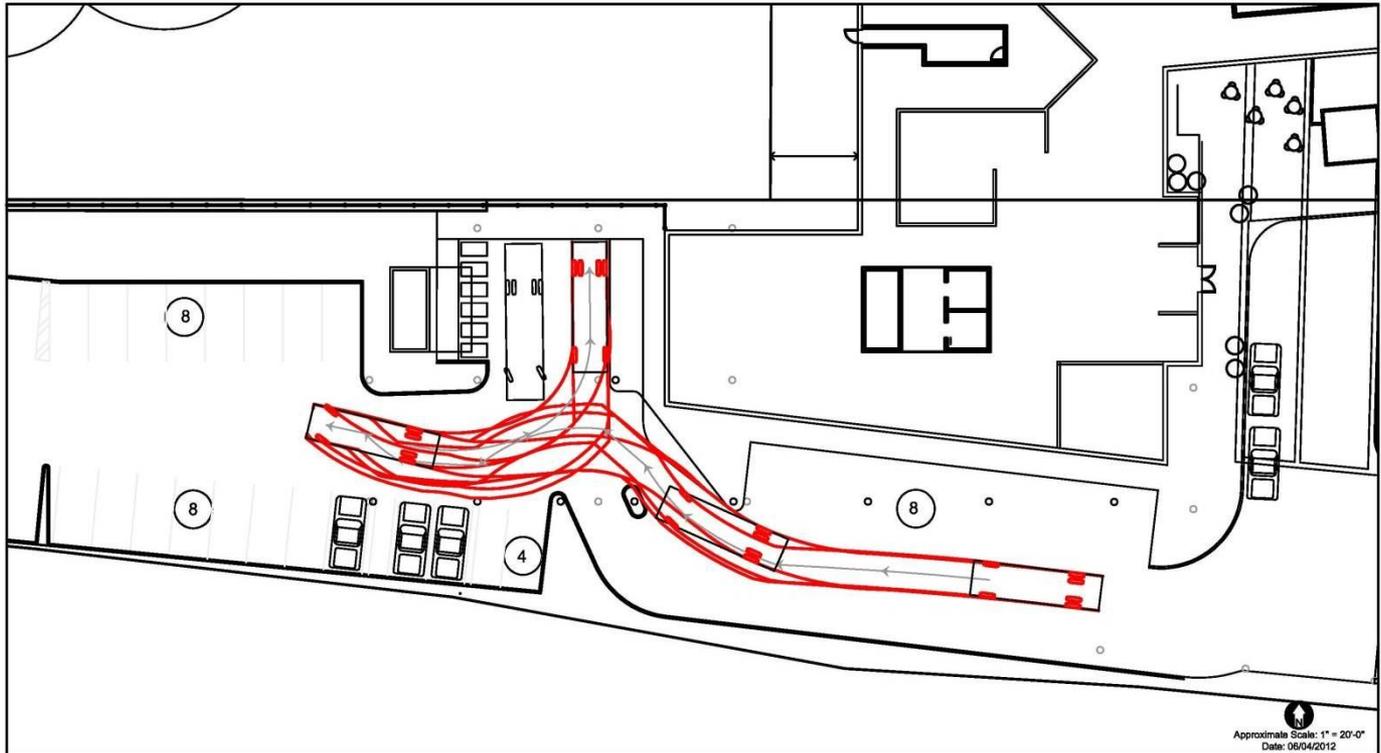
SU-36 Exiting



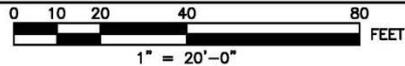
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Date: 05/04/2012

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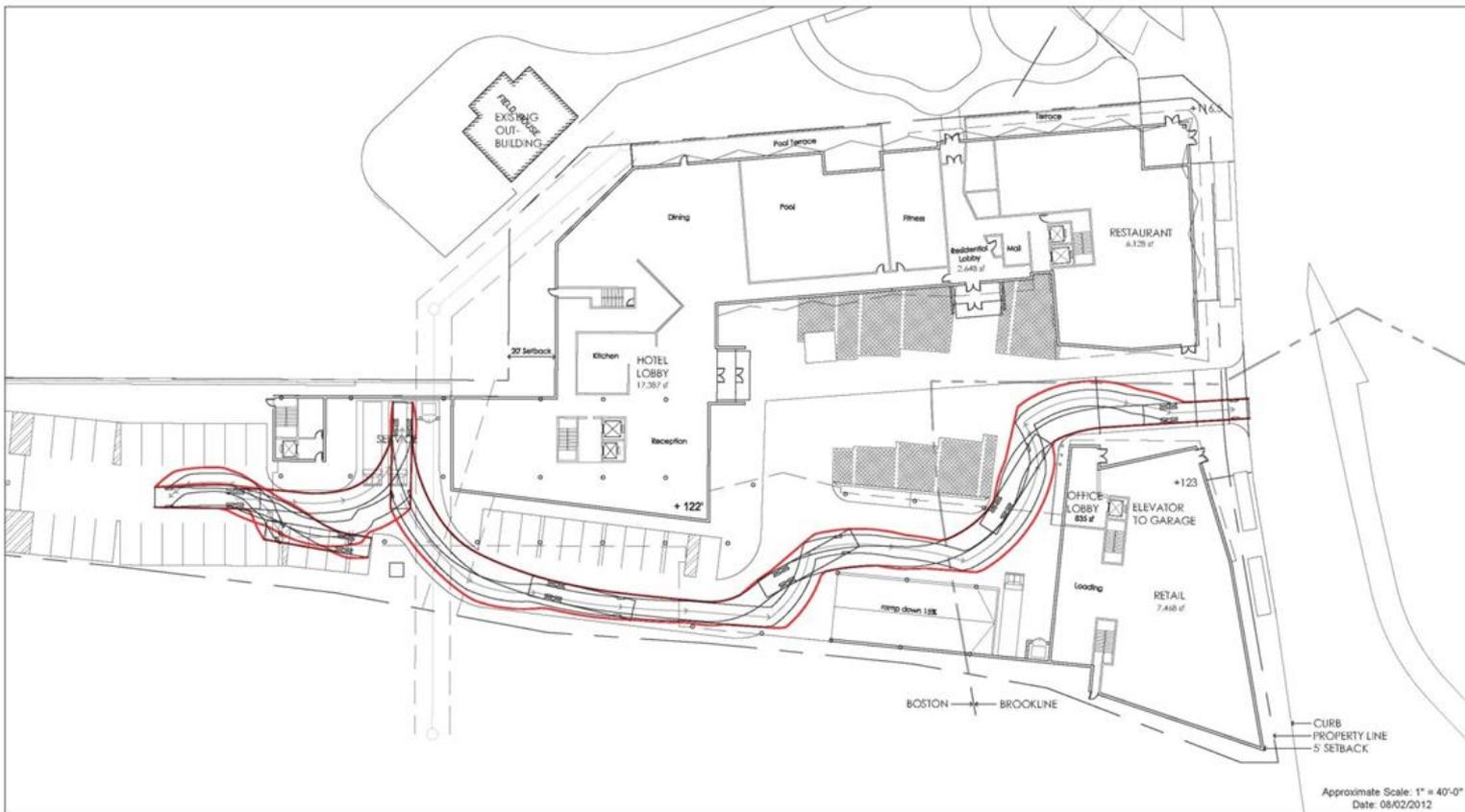


SU-30 Entering



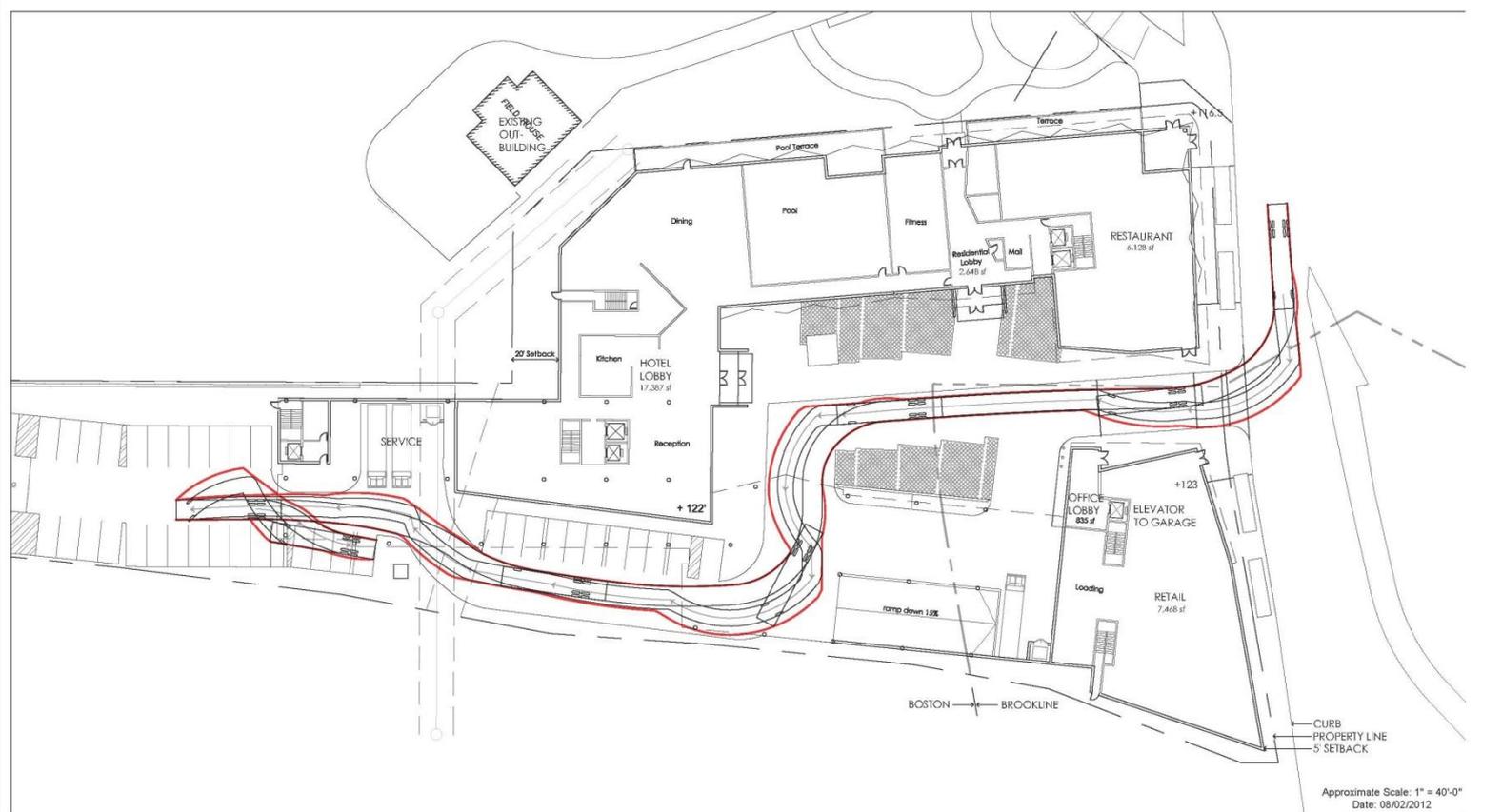
Approximate Scale: 1" = 20'-0"
Date: 05/04/2012

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45' Charter Bus Exiting the Site

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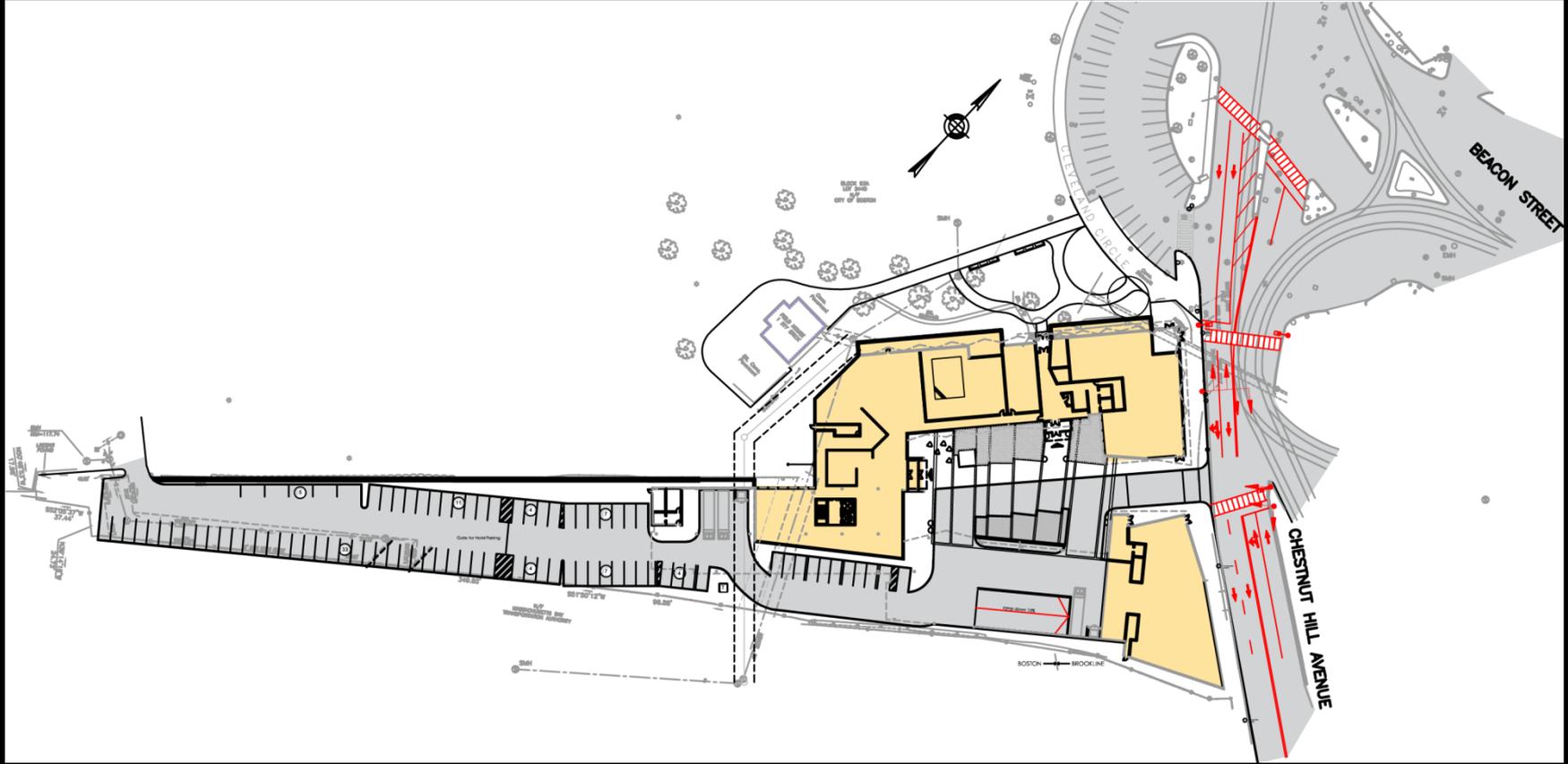


Approximate Scale: 1" = 40'-0"
Date: 08/02/2012

45' Charter Bus Entering the Site

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Site Driveway Geometry/Improvements



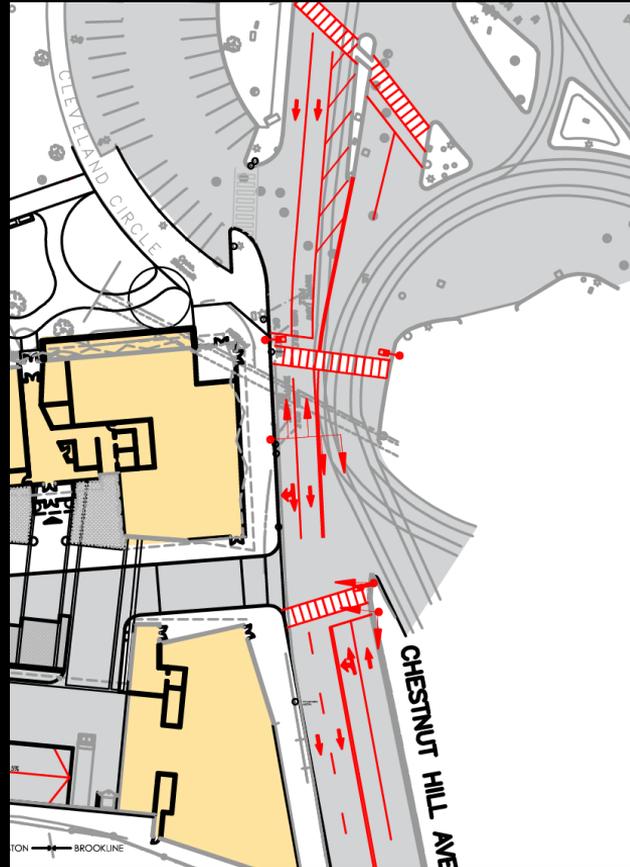
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PARTNERSHIP

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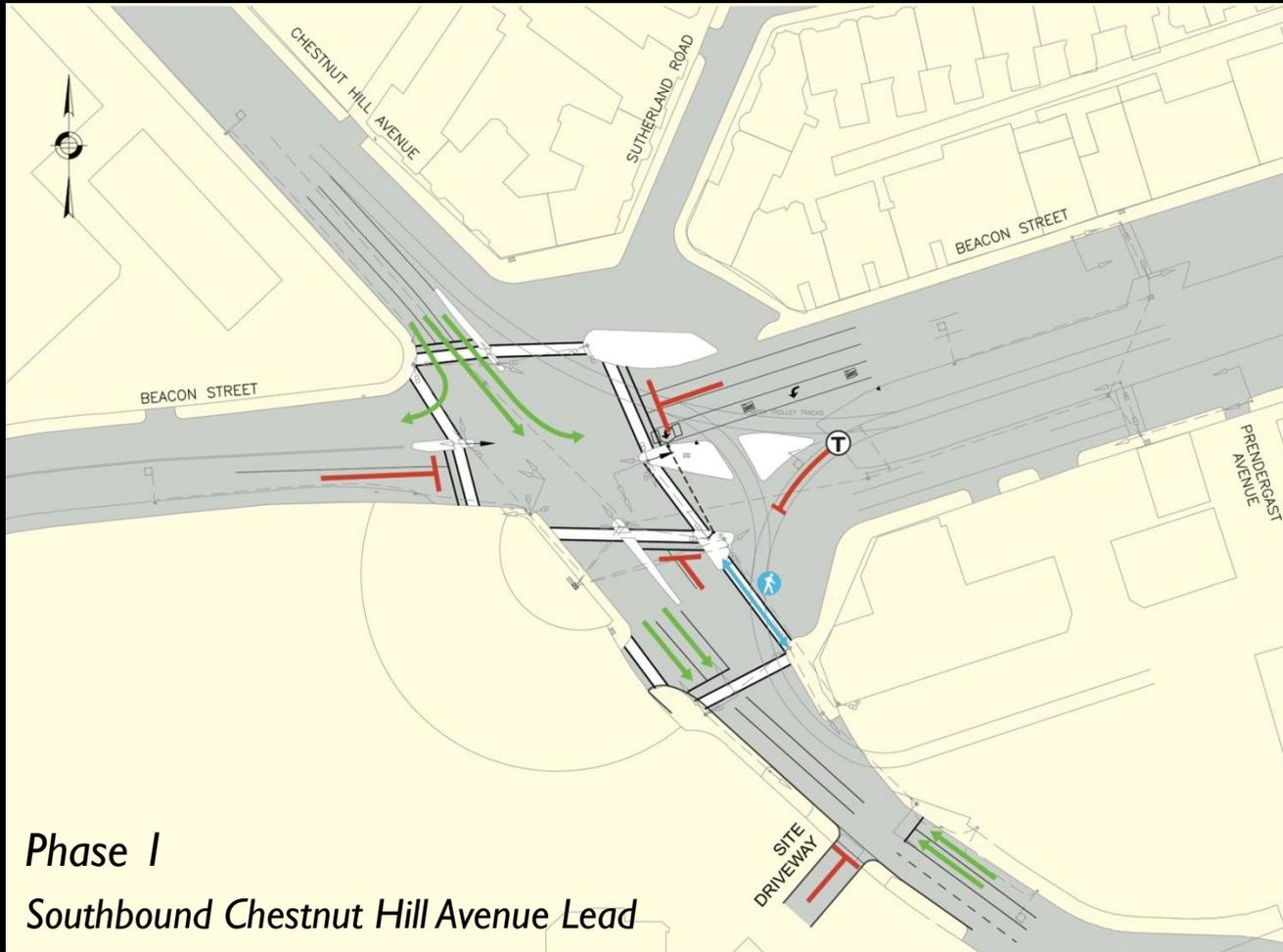
ADD Inc  **BOSTON DEVELOPMENT GROUP**

Site Driveway Geometry/Improvements

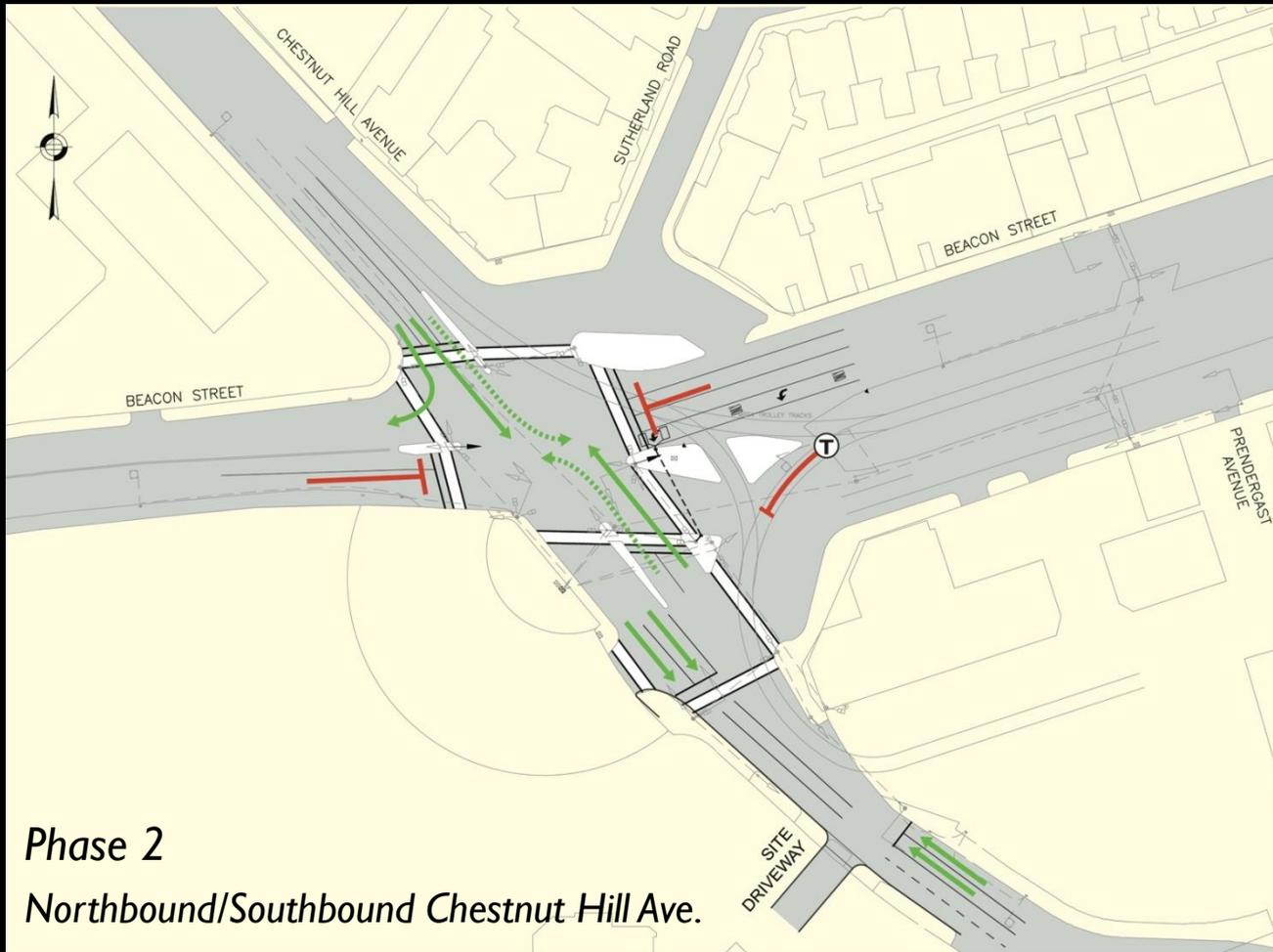


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Cleveland Circle Signal Phasing



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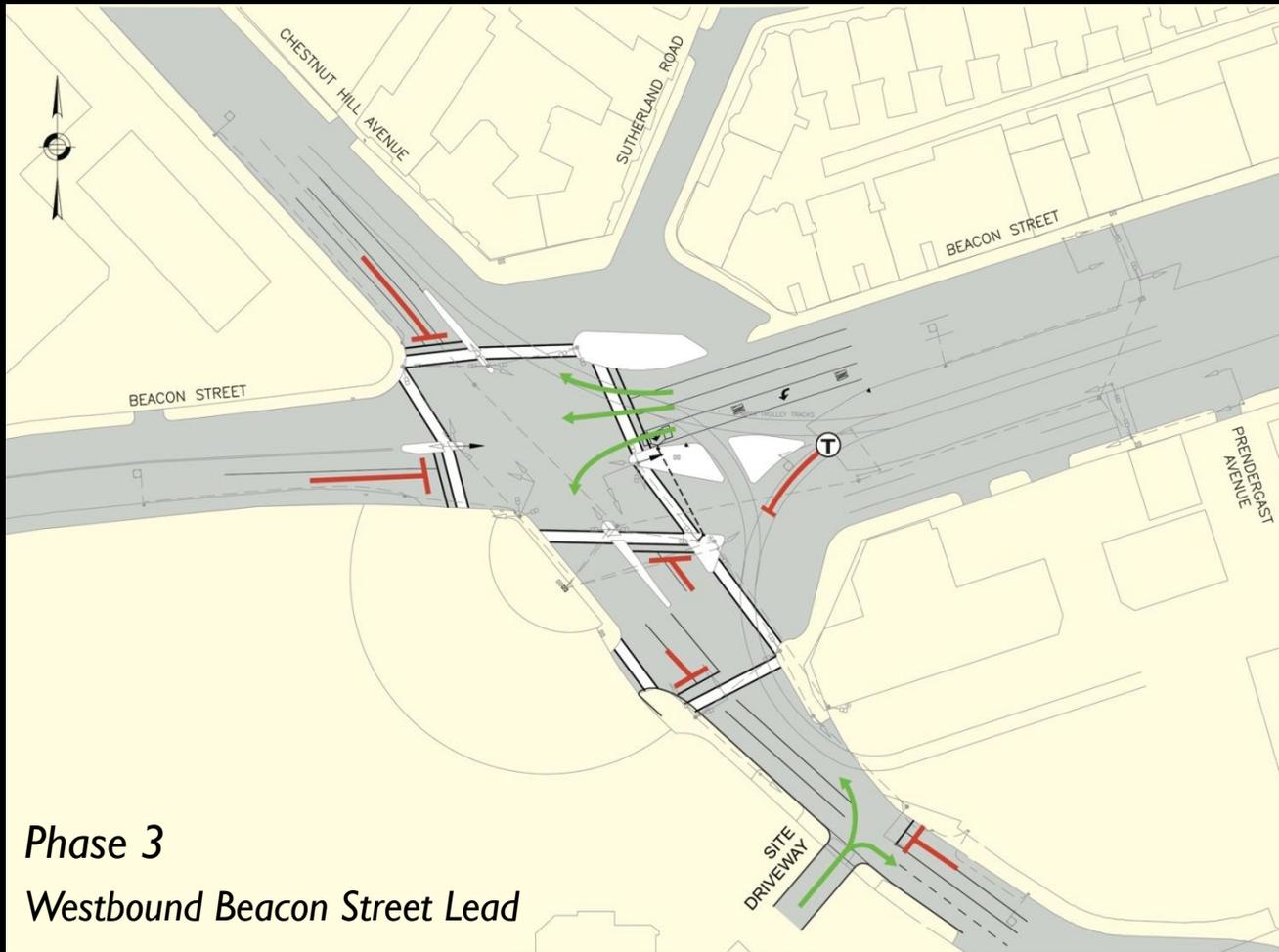


Phase 2
Northbound/Southbound Chestnut Hill Ave.

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Phase 3
Westbound Beacon Street Lead

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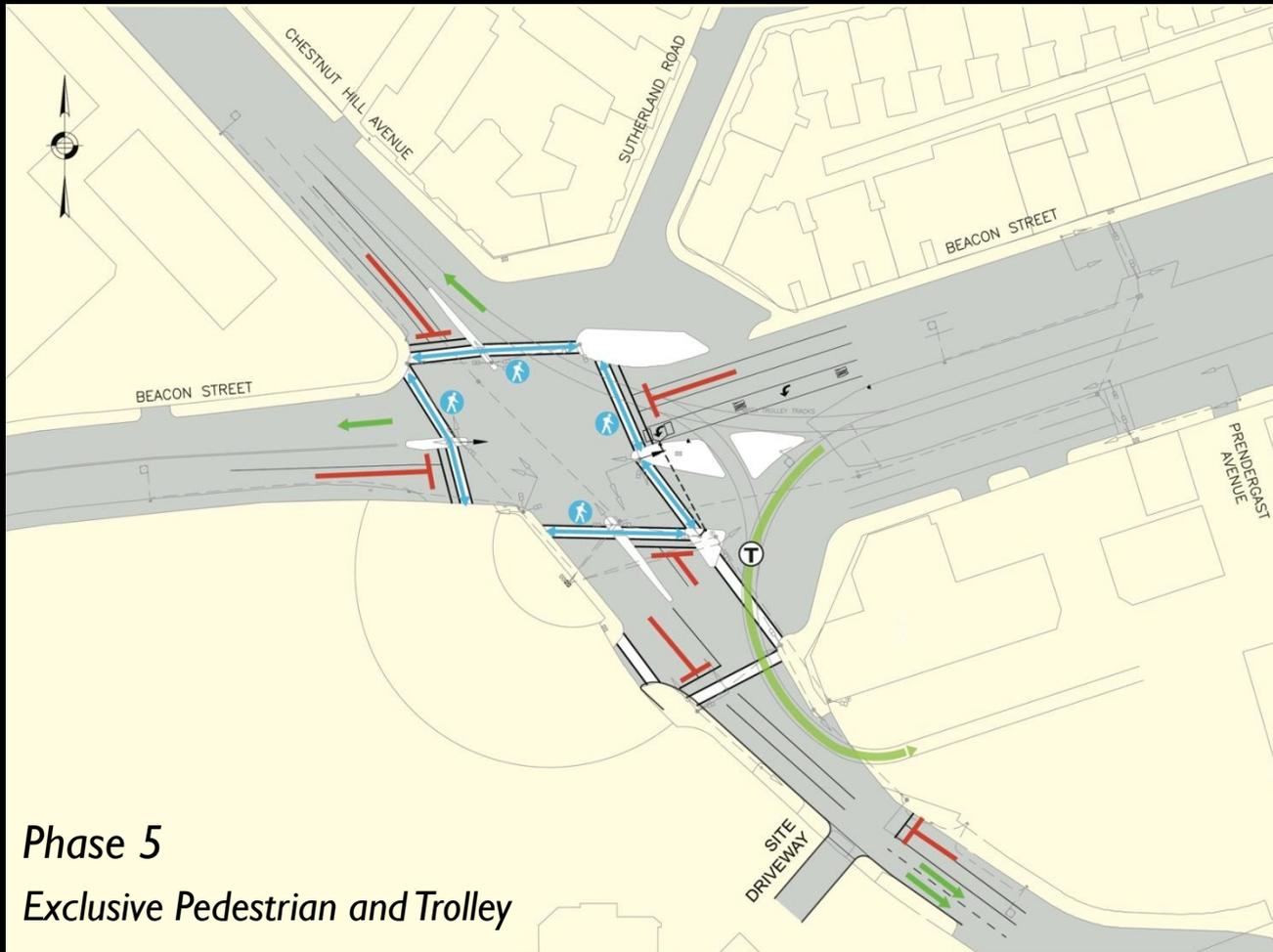
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New Project Vehicle Trips

Project Vehicle Trips

Direction	a.m. peak	p.m. peak
In	62	83
<u>Out</u>	<u>45</u>	<u>89</u>
Total	107	172

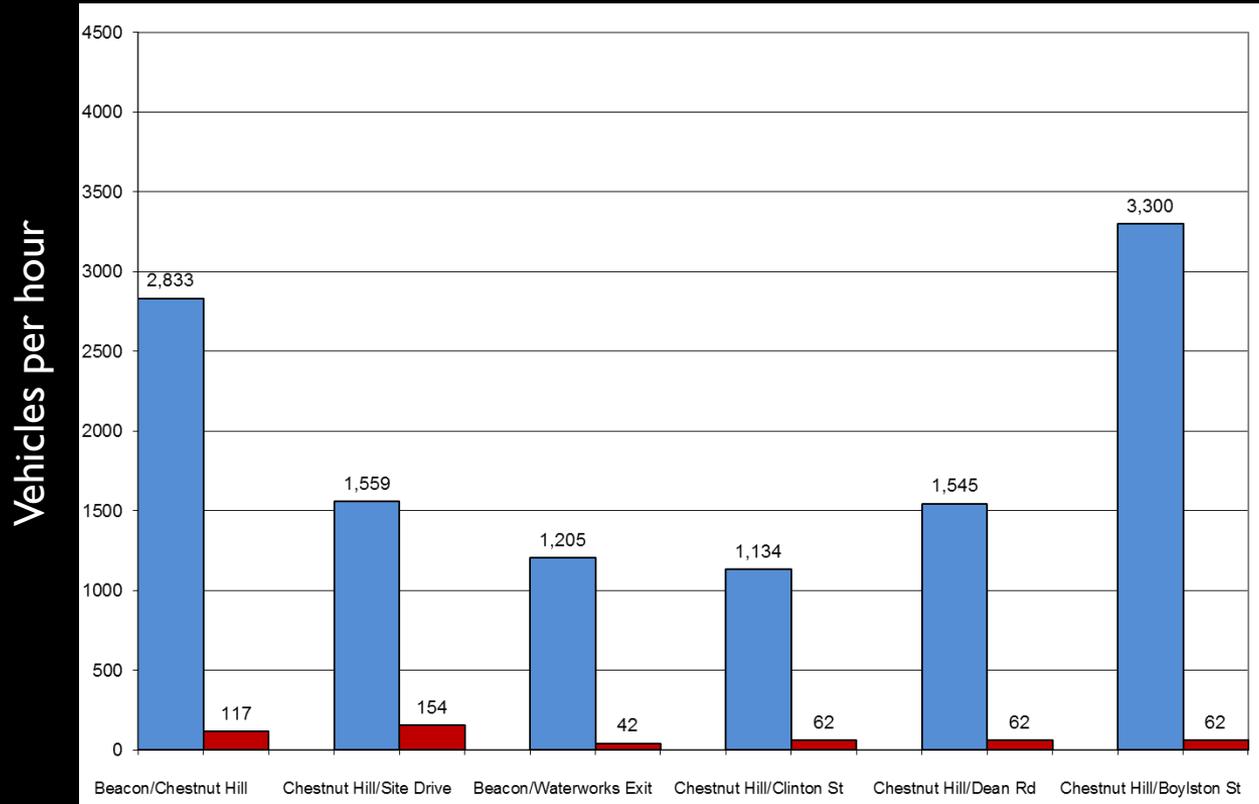
Project Vehicle Trips by Driveway

Driveway/Direction		a.m. peak	p.m. peak
Site Driveway at Chestnut Hill Avenue	In	62	83
	<u>Out</u>	<u>25</u>	<u>61</u>
	Total	87	79
Exit only driveway at Waterworks	In	0	0
	<u>Out</u>	<u>20</u>	<u>28</u>
	Total	20	28
Total	In	62	83
	<u>Out</u>	<u>45</u>	<u>89</u>
	Total	107	172

Project Vehicle Trips by Land Use

Land Use/Direction		a.m. peak	p.m. peak
Hotel	In	29	35
	Out	20	28
Residential	In	7	19
	Out	16	12
Medical Office	In	24	12
	Out	6	33
Retail/Restaurant	In	3	17
	Out	2	16
Total	In	62	83
	<u>Out</u>	<u>45</u>	<u>89</u>
	Total	107	172

Intersection Volumes and Project Vehicle Trips (p.m. peak hour)



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Parking

Parking

- Parking supply ratios for different land uses
- Source: Boston Transportation Department (BTD)

Use	BTD Recommended Ratios	Parking Requirements per BTD Ratios
Hotel	0.50 spaces per room	91 spaces
Residential	1.0 space per 1,000 sf	78 spaces
Medical Office	1.0 space per 1,000 sf	19 spaces
Retail	0.75 space per 1,000 sf	6 spaces
Restaurant	1.0 space per 1,000 sf	8 spaces
Spaces required per BTD ratios		202 spaces

Discussion